Amendments to the Claims:

The following claims will replace all prior versions of the claims in this application (in the unlikely event that no claims follow herein, the previously pending claims will remain):

1-2. (Cancelled).

3. (Previously Presented) The method of claim 15, wherein (c) is an aliphatic dicarboxylic acid having 5 to 18 carbon atoms.

4. (Previously Presented) The method of claim 15, wherein the polyfunctional alcohol is a polyol of formula R(OH)n where n is an integer which ranges from 1 to 10 and R is a hydrocarbon chain of 2 to 15 carbon atoms where the polyol is of molecular weight in the range from 50 to 650.

5. (Currently Amended) The method of claim 15, wherein the resultant ester has a kinematic viscosity at 100 °C of ~~1100~~ 1500 to 3500 mm^2/s.

6. (Previously Presented) The method of claim 15, wherein the resultant ester has an NPI value of at least 900.

7. (Previously Presented) The method of claim 15, wherein the resultant ester has an average molecular weight of at least 3000.

8. (Cancelled).

9. (Previously Presented) The method of claim 15, wherein the engine oil further comprises a phosphorus-containing and/or sulphur-containing antiwear additive.

10. (Previously Presented) The method of claim 15, wherein the engine oil further comprises both a phosphorus-containing and sulphur-containing additive.

11. (Previously Presented) The method of claim 15, wherein the engine oil further comprises zinc dialkyl dithiophosphate.

12-14. (Cancelled).

15. (Currently Amended) A method of reducing wear in an automotive engine by the addition to the engine an automotive engine oil comprising a base oil and an ester which is the reaction product of

(a) at least one polyfunctional alcohol;

(b) a dimer fatty acid having a dimer content of greater than 94% by weight; and

(c) at least one of an aliphatic dicarboxylic acid having 5 to 18 carbon atoms and an aliphatic monocarboxylic acid having 5 to 24 carbon atoms;

wherein the resultant ester has a kinematic viscosity at 100 °C ranging from ~~1100~~ 1500 to 5000 mm^2/s and a non-polarity index (NPI)

$$NPI = \frac{\text{total number of carbon atoms x molecular weight}}{\text{number of carboxylate groups x 100}}$$

of at least 500; and

wherein the automotive engine oil has a phosphorus level of no more than 0.08%.

16-18. (Cancelled).

19. (Currently Amended) A method of reducing wear in an automotive engine by the addition to the engine an automotive engine oil comprising a base oil and an ester which is the reaction product of:

(a) at least one polyfunctional alcohol;

(b) a dimer fatty acid; and

(c) at least an aliphatic dicarboxylic acid having 5 to 18 carbon atoms;

wherein the resultant ester having a kinematic viscosity at 100 °C ranging from ~~1100~~ 1500 to 5000 mm^2/s and a non-polarity index (NPI)

$$NPI = \frac{\text{total number of carbon atoms x molecular weight}}{\text{number of carboxylate groups x 100}}$$

of at least 500; and

wherein the automotive engine oil has a phosphorus level of no more than 0.08%.

20. (Cancelled).

21. (Previously Presented) The method of claim 15, wherein the at least one polyfunctional alcohol is neopentylglycol; and the component (c) is azelaic acid.

22. (Currently Amended) The method of claim 15, wherein the resultant ester has a kinematic viscosity at 100 °C of ~~1100~~ 1500 to 4000 mm^2/s.

23. (Previously Presented) The method of claim 15, wherein the resultant ester further comprises an aliphatic monofunctional alcohol having 5 to 24 carbon atoms.